

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

May 1990

MONTANA LOSES AN AVIATION PIONEER

Montana aviation pioneer Gordon Sands died in Havre on May 13 at the age of 90. Gordon was involved in aviation in Montana throughout his life.

The following is put together from notes taken during a conversation with Gordon in late August 1986 when he dropped in to the Division office one day while he was in Helena. We thought you would be interested.

Gordon Sands was born April 28, 1900. He said he never had any problem remembering how old he was because his age coincided with the year. His parents homesteaded their farm in Havre in 1903 and he lived in that house all his life.

He started at the University of Colorado in 1919, working toward an engineering degree but had to quit because of lack of funds.

Gordon developed an interest in aviation when barnstorming pilots would land in their field at the farm. They would trade flying lessons for permission to land. After only three or four hours of instruction, Gordon soloed in 1928. He bought his first airplane - an OX-5 American Eagle - in 1929.

He began instructing when he had about 10 hours flying time. He barnstormed at fairs and community picnics, getting paid about \$2.50 per passenger. He could haul two passengers at a time.

Gordon said he had more forced landings in his first year of flying than he had in all the 60 years since. He never had any serious damage to an airplane, however, and none to himself.

Gordon held several ratings, including commercial, instructor, and instrument. He got his instrument rating in 1960.

During the war Gordon worked in the CPT program in the Havre area while still maintaining the farm. He did a lot of coyote hunting in the winter during the war years.

After the war, he started spraying - mostly on his own farm. He retired from active farming about 1965, turning his farm over to tenants. He did a limited amount of charter work for about five years after he retired.

Gordon was one of seventeen members of a committee appointed by Governor Ford to study aviation in Montana after the war. He represented the Montana Pilots Association, which was also newly organized. (He had helped to organize MPA and was one of the original directors. He also helped to organize the Montana Flying Farmers and remained active in both organizations most of his life.) The newly formed aviation committee drafted the act to establish the Montana Aeronautics Commission. He helped to lobby the act through the legislature.

Appointed in 1953, Gordon represented the Montana Pilots Association on the Aeronautics Commission for four years. He served as a Search and Rescue Coordinator for 20 years, participating in several searches during that

time. He was also a charter member of the Havre Airport Board.

Gordon owned 15 airplanes over the years, ranging from the OX-5 open biplane to the Commanche he owned in 1986 - mostly Cessnas and Pipers. He began aerobatics years ago. He was justly proud of the fact that he had flown all these years without a complaint, a rejection, or any other problem.

Gordon Sands will be missed by Montana's aviation community.

AOM BOARD MEETS IN HELENA

At a meeting held in Helena on April 20, the AOM Board received a final report on the 1990 Montana Aviation Conference and formulated plans for the upcoming year.

Helena Conference Chairman Ron Mercer attended the meeting and delivered his final report. The 1990 Conference was a success both financially and from the standpoint of enthusiasm and attendance. Mercer and the Aeronautics Division staff will meet in the near future with the Conference Committee from Kalispell to begin the planning process for the 1991 Conference there.

There was a short discussion on the three sites bidding for the 1992 Conference after which a secret ballot was taken. The 1992 Conference will be held February 26 - March 1 in Bozeman.

The AOM Bylaws and Articles of Incorporation, which were distributed, discussed, and amended at meetings held

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Gordon Sands standing beside his Great Lakes, the airplane in which he performed aerobatics. This photo was taken at an MPA fly-in in the fall of 1981.

Administrator's Column

Montana Loses Two Prominent Aviators: It is saddening to learn of the deaths of Jim Pickens and Gordon Sands.

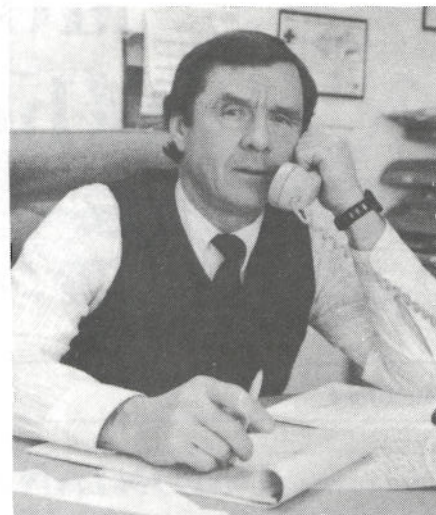
Jim Pickens was very well known throughout Montana as well as all the western states for his activity in aircraft sales. Jim was raised in West Yellowstone; and after serving in both World War II and the Korean War as a Marine Corps fighter pilot, he returned to Billings where he lived for many years, gaining a reputation for his outstanding ability to sell airplanes, particularly Beechcraft airplanes. Jim worked very hard building a reputation for being honest and for being a gentleman, which he placed above "getting that sale." I personally know this to be true as Jim was a business partner of mine for several years during which time I grew to respect him for these attributes. Jim was recognized by Beechcraft several times as being their outstanding salesman and was later transferred to Denver where he worked several years until being transferred to Salt Lake to manage the Beechcraft facility there. Jim fought a losing battle with cancer, and he will be remembered and missed by his many friends. On behalf of the aviation community, the Aeronautics Board and Division, I wish to extend our sincere condolences to Jim's wife Florence and his entire family.

Gordon Sands passed away at age 90 having been one of Montana's oldest active pilots. Gordon was a true pioneer of Montana aviation, having been actively involved in many aviation issues such as organizing the Montana Pilots Association and in legislation to create an Aeronautics Commission. Last year during our Montana Aviation Conference, the national organization of Aircraft Owners and Pilots Association honored Gordon for his many contributions toward the advancement of aviation. (See more about Gordon in this publication.) On behalf of the Montana aviation community, the Aeronautics Board and Division, I wish to convey our sincere condolences to Gordon's wife Nina. Gordon was our friend, and he will be sorely missed.

Alaska Air Tour. We have received several inquiries about a group flight to Alaska for this summer. At this time, I know of nothing being planned; however, if there is enough interest, we will be happy to assist in planning, flight briefings, chart information, etc. If only a few of you are interested, we will distribute your names and addresses to each of you so you can contact one another and possibly make arrangements to join up for the flight. If you are interested, please contact our office.

Airport Security - Fly-Ins. Tom Poberezny, president of the Experimental Aircraft Association, recently addressed some serious issues regarding the problems that airport security has caused in providing successful air show and fly-in events. Poberezny cited local interpretation as not being consistent between airports and recommends that the FAA be provided with information as to how these rules are being interpreted so that more reasonableness and consistency can be achieved. Because of the restrictions some airports have implemented, it has become nearly impossible for aircraft owners to get to their hangars and even more difficult to have guests come to private hangars. Poberezny submits: would it not make more sense for those small airports served by only the commuter and regional carriers to secure and fence the airline ramp area where the airliners park rather than the entire airport???? MAKE SENSE? I say YES! But would it make sense to the FAA??? In Helena we are very fortunate to have knowledgeable airport management which understands the problems associated with senseless and unnecessary restrictions and has implemented only those rules necessary to meet the mandated FAA requirements. This is not the case in most airline served airports requiring security, including some in Montana. Yes - even some air carrier airports in Montana need to look toward achieving some consistency in interpreting the security regulations.

Pilot Retirement Age Increases at Boeing. Boeing has decided to raise the maximum flying age for their pilots from 60 to 63. A more stringent fitness determination will be implemented to determine physical fitness to fly after age 60. Boeing feels that due to improved medical and other testing techniques over the past ten years since the age 60 rule was adopted, they will still be able to provide safe operations plus benefit from the additional experience of these older pilots.



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BUTTE HANGAR TO SPONSOR FLY-IN

The Southwest Montana Fly-In will be held June 16 and 17 at the Anaconda Airport. The event is being sponsored by the Butte Hangar of the MPA and the Anaconda Chamber of Commerce.

Numerous events are being planned including fly-bys, contests, and aircraft displays.

Motel rates have been arranged and there will be transportation from the airport to town. Camping on the airport is also available. Fuel (100 oct. and mogas) is available on the airport.

Saturday night's activities will feature a pig roast, music, prizes, and games. There will be a breakfast on Sunday morning. Price for the barbecue and breakfast will be \$12 per person.

Call the Anaconda Chamber of Commerce at 563-2400 for further information and to verify dates (June 23 - 24 have been selected as rain dates).

Bring your own tiedowns.

NASAO HONORS NATA



National Association of State Aviation Officials President Mike Ferguson presents a plaque to Lawrence Burian, president of the National Air Transportation Association, honoring NATA's 50th anniversary. The presentation, on behalf of NASAO, was made during NATA's recent convention in Kansas City.

EAA OFFERS SCHOLARSHIPS

In 1989, more than \$100,000 in scholarships were awarded through the EAA Aviation Foundation to young people interested in aviation related academic and technical studies. This year, the Foundation will again administer an extensive scholarship program to encourage aviation studies - and careers among the nation's youth.

The Foundation scholarship program has helped more than 100 students begin or continue their aviation studies. Foundation Education Director Chuck Larsen said these scholarships have generated grants for aspiring pilots, mechanics, and a growing number of other aviation professionals.

The scholarship program is open to all young people interested in aviation careers. Applicants should be "well rounded individuals involved in school and community activities as well as aviation" and "should have established an academic record that will show an ability to successfully complete the activity for which they are requesting the scholarship."

Applicants for the EAA Aviation Foundation Scholarship Program and additional information on specific scholarship opportunities can be obtained from the Foundation's Education Department, EAA Aviation Center, Oshkosh, Wisconsin 54903-3065 or by calling 414-426-4800.



CALENDAR

June 6 - 7 - Aeronautics Board Meeting, Helena.

June 10 - Central Montana Hangar, MPA, Fly-In Breakfast at Beacon Star Antique Airstrip. Poorboy sourdough pancakes-Frank Bass, chef.

June 11 - 29 - Aerospace Teacher Workshops.

June 16 - 17 - Southwest Montana Fly-In, Anaconda. Sponsored by Butte Hangar, MPA. (June 23 - 24 will be bad weather dates.)

July 14 - Aircraft swap meet/flea market at Laurel Airport sponsored by Chapter 57, EAA. Brunch will be served from 0700 - 1300. Call Pat Kenney at 245-5246 for more information.

July 20 - 22 - Schafer Meadows Work Session.

July 27 - Aug. 2 - EAA Fly-In Convention, Oshkosh, Wisconsin.

Aug. 1 - 9 - Alberta Aviation Council's Air Tour '90 through Montana.

Aug. 3 - 5 - MAAA Fly-In, Three Forks.

Aug. 11 - Malmstrom AFB Air Show.

Aug. 12 - Harlowton Boy Scout Benefit Fly-In.

Aug. 23 - 26 - Billings Air Show. Featuring the Snow Birds and the Confederate Air Force.

Oct. 5 - 7 - MFF Convention, Kalispell.

OOOOPPS!!!

Hard to believe, but we goofed on the date last month for the Fly-In Breakfast at the Beacon Star Antique Airstrip. The correct date is Sunday, June 10. Frank Bass will be wielding the spatula for his production of poorboy sourdough pancakes.

MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the Post Office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

DIVISION SPONSORS PAN AM WEATHER DEMONSTRATION

The Montana Aeronautics Division is sponsoring a demonstration of Pan Am Weather Systems satellite WeatherMation system. The system has been installed in Helena on a 90-day demonstration program.

Pilots in Helena (or those passing through) can use the main system which has been installed in the old airline terminal building under the FAA Control Tower on the Helena Airport. Others can call up the system through home computers by calling 449-6416 in Helena or 1-800-562-7160 (Montana only).

The computer is available for call-up 24 hours a day, 7 days a week. The old terminal building is open 0600 to 2000, 7 days a week.

Information provided by the system includes: up-to-the-minute aviation weather conditions and forecasts; viewing and printing any one of seven maps or charts; preparation of a comprehensive flight plan including fuel burn, wind correction, en route weather, direct, RNAV, or VOR navigation, and ETA; airmets, sigments, radar reports, pilot reports, and airport data; flight plan filing; graphics and Canadian weather.

Graphics and flight plan calculations are available if your computer has proper software. This can be purchased through Pan Am. They can also answer questions you may have about modems and other equipment. Call Pan Am at 1-800-367-6602.

Since this is a demonstration, the Aeronautics Division would like to hear from you - your appraisal, ideas, comments. Write us at Box 5178, Helena, MT 59604.



The satellite dish for the Pan Am WeatherMation system is installed on the roof of the old airline terminal building in Helena, below the FAA tower. Assisting the technician are Mike Rogan (far left) and Blaine Meissner (far right) of the Aeronautics Division staff.



REPORTED UNSAFE CONDITIONS AT MONTANA AIRPORTS

Montana Pilots: You are requested to report to us any unsafe conditions observed at Montana's airports. Do not report operational problems or operation safety hazards. We solicit these comments as a service to all subscribers to that this column can disseminate these observations and improve pilots' awareness of hazards. Montana Aeronautics will not edit or make judgements concerning any reports as to their merit, nor will we institute any reprimand or other actions against the airport owner with regard to these remarks. What we will do is act on behalf of all Montana pilots to recommend correction to the airport owner to eliminate or reduce liability they may have with respect to any unsafe condition so identified. You, as an observer, may remain anonymous and will always remain so in our correspondence to airport owners.

Columbus. Significant pavement deterioration which has resulted in loose chunks of oxidized asphalt, large holes approximately one to two inches deep, and cracks greater than 1/8" wide. Use caution on this field because damage from foreign object damage (FOD) is probable.

THE ELT AND YOU - CHAPTER TWO

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

I would like to refer all pilots back to the November 1989 issue of Montana and the Sky. The article entitled "The ELT and You" needs to be reemphasized.

Following are some very important points that those of us involved in search and rescue consider essential knowledge:

1. Know where the ELT is located in the aircraft you fly. (You may need a screwdriver to access the ELT - this should be carried in your survival kit.)
 2. Know how to operate your ELT. Do you understand the instructions on the unit?
 3. Be sure your ELT is securely mounted in the aircraft. If mounting is questionable, have your mechanic check it out.
 4. In the event of an actual distress situation, manually set the ELT switch to "ON" and leave it on day and night so that aircraft and satellites can get a location fix.
 5. An ELT is certified to operate a minimum of 48 hours at a temperature of minus 20 degrees C or minus 2 degrees F.
- A flight plan and an operating ELT are your best insurance in an emergency situation. Be informed. Be prepared.



Brian Haynes, president of Pan Am Weather Systems, explains the system to Mike Ferguson. Haynes installed the system in Helena for a 90-day demonstration sponsored by the Aeronautics Division.

AIRPORT TOURS KEY ON CAREERS



Students from Butte High School listen as Tim Ross, meteorologist in charge at the National Weather Service in Helena, explains some of the weather bureau's equipment and procedures. The students are members of Bob Conklin's aviation class at Butte High.



Butte students look over projects being carried out at the Helena Vo-Tech aviation maintenance powerplant classroom. The tour here was conducted by Hal Keilman, powerplant instructor.

FERGUSON RECEIVES FLIGHT RECORDS



It came as a total surprise when Mike Ferguson received both U.S. and world flight records from the National Aeronautic Association (NAA) and the Federation Aeronautique Internationale (FAI) recently. Mike had previously received both U.S. and world records for his 1985 long distance flight from Honolulu to Oshkosh, Wisconsin, with a refueling stop in Salt Lake City. The NAA and FAI recently determined that the flight also qualified for the additional U.S. and world records from Honolulu to Salt Lake City.

AOM - Continued from page 1

during the Conference, have been finalized and filed with the Secretary of State's office.

Considerable discussion centered around proposed public relations projects for the upcoming year which would focus on the value of aviation. Some initial ideas included highlighting individual aviation organizations through the press, development of an aviation speakers bureau, development of an informational brochure, and establishment of a scholarship. A committee consisting of John Dove, Monte Eliason, and Paula DeKeyrel was appointed to explore projects which AOM could undertake to promote aviation in the state.

A committee was also appointed to review budgeting, banking procedures, disposition of accumulated funds, and the present method of splitting Conference profits. This committee is made up of Dave Gates, Ralph Klawitter, and Paula DeKeyrel.

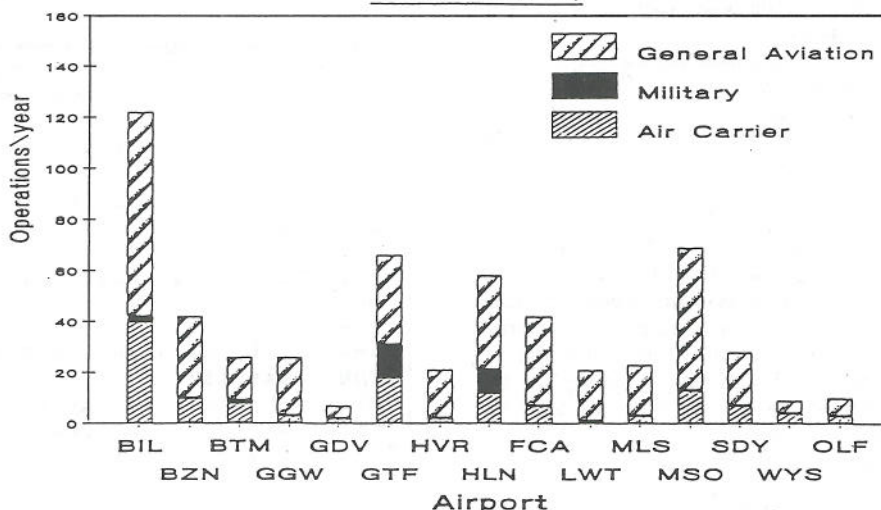
Other items of discussion included the proposal for a state Department of Transportation and legislation for the 1991 session. This discussion was informational and no further AOM action was taken.

The present officers of AOM were reelected by acclamation. They are: Steve Vold, MATA, president; Dave Gates, MPA, vice president; and Martha Kurtz, Aeronautics Division, executive secretary. Vold appointed Dave Gates to serve as legislative chairman.

The next meeting of the AOM Board will be held June 29 beginning at 11:00 a.m. at the Aeronautics Board room in Helena.

WHO USES YOUR AIRPORT?

1988 Airport Operations
(in thousands)



YELLOWSTONE AIRPORT TO OPEN JUNE 1

By: Jerry Burrows, Chief
Airport/Airways Bureau

The Yellowstone Airport at West Yellowstone will be officially open June 1 and will be operational through September 30.

Skywest Airlines will have three flights a day from Salt Lake City. Hertz, National, and Avis each have full service booths in the terminal building, and Budget will pick up reservations at the airport.

Yellowstone Aviation is the fixed base operator there and can assist with your travel needs.

We have a new cafe operator who promises regular operating hours - 0630 - 2000 - and a varied selection of great food. Direct motel phones are available in the terminal building, also.

The airport is located two miles north of the town of West Yellowstone and the northwest entrance to Yellowstone National Park. Pilot information for flying into the Yellowstone Airport is listed on the accompanying diagram.

A free pilots' campground is located just north of the tiedown area. Early June campers should bring some warm duds for early morning and evening.

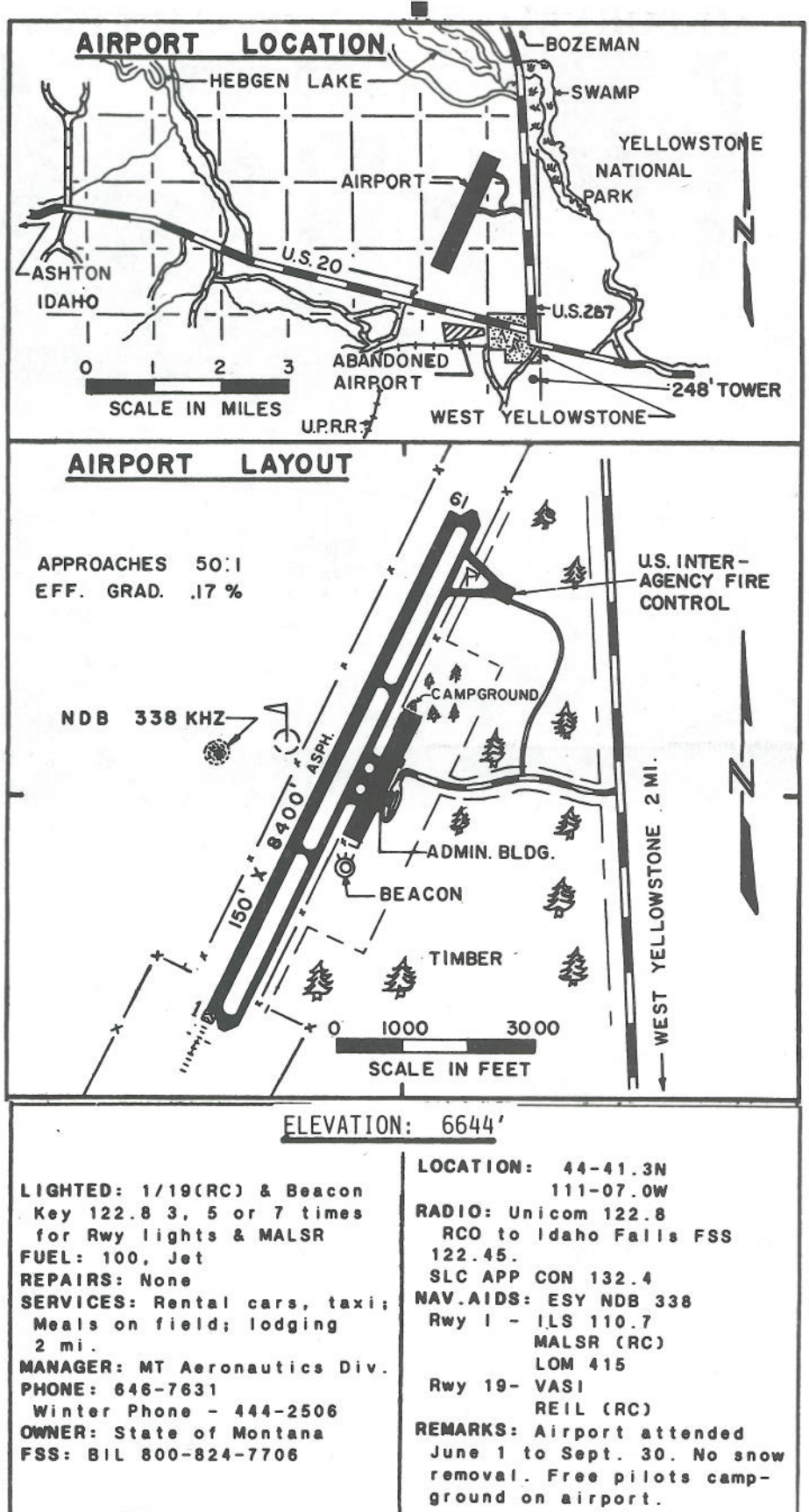
As you fly in, you will be able to see where the great fires of 1988 marbled their way through the Park and surrounding forests. Driving through these areas is also a real eye opener for both the devastation and how nature is rebounding back with green, lush growth.

Our airport manager and crew will insure that the airport is fully operational, and our many airport tenants will provide those services needed to spend a day, a weekend, or longer visiting the many attractions near West Yellowstone.

Some phone numbers that may help (all with 406 area code):

Airport Manager646-7351
Skywest Airlines646-7359
Hertz Rent-A-Car646-7753
National Rent-A-Car646-7670
Avis Rent-A-Car646-7635
Budget Rent-A-Car646-7634
Aeronautics Office (Helena)444-2506

The Alberta Aviation Council Air Tour '90 will be stopping at the Yellowstone Airport August 2 and 3. They will be visiting the Park on Friday and departing for the MAAA Fly-In at Three Forks on Saturday morning. You are invited to meet our Canadian neighbors at the Yellowstone Airport for a fly away breakfast on Saturday morning. Forty-five Canadian aircraft are anticipated with 125 or so visitors.



FAA ISSUES CERTIFICATES

PRIVATE

Curtis Butts Bozeman
Eric Cleveland Laurel
Timothy Conway Bozeman
Edwin Gloyna Great Falls
Stephen Hug Missoula
Tim Kinamon Kalispell
Keith McJunkin Laurel
Allan McRae Dutton
David Pankratz Frazer
Jackson Pope Emigrant
Evelyn Roy Missoula
John Salt Luther
Floyd Shirk Sidney
Jason Sironen Roberts
Robert Spannagel Billings
Shelly Wood Billings
Wade Crouch Great Falls
Dustin Darkenwald Billings
Michael Derzay Bozeman
Paul Gullickson Power
Walter Hammermeister Conrad
Craig Hash Joliet
Willard Hash Billings
Steve Hawkins Eureka
Kendall Johnson Wolf Point
Robert Lunde Miles City
Ralph McVay Kalispell
Mark Miller Missoula
Michael Missimer Great Falls
Raymond Muggli Miles City
Gary Nevins Browning
Jason Pfau Stevensville
Jerry Singleton Ennis
Christopher Stevens Billings
Gregory Thielman Great Falls
Rosemary Tonn Bozeman
Warren Wash Broadus
Roger White Floweree

COMMERCIAL

Ronald Rowland Geraldine
Michael Ley (Helicopter) Choteau

PRIVATE INSTRUMENT

Jeffrey Daigneau Billings
Judd Daigneau Billings
Terrance Peterson Billings
John Kennedy Billings
Mark Frenk Billings
Rodney Haynes Missoula
Doug Heine Billings

COMMERCIAL INSTRUMENT

Judd Daigneau Billings
Charles Hunt Great Falls
Robert Osier Butte
Robert Osier, Jr. Butte
Russell Pederson Circle
Jeffrey Daigneau Billings

MULTIENGINE

Bob Radcliffe Bozeman
Howard Wassner Great Falls

MULTIENGINE INSTRUMENT

Judd Daigneau Billings
James Ramsey Great Falls
David Bright Kalispell
David Brook Great Falls
Jeffrey Daigneau Billings
Lynn Erickson Belt
Terry James Great Falls
Stephen Young Kalispell

INSTRUCTOR

Judd Daigneau Billings
Daniel Gliko (Helicopter) Belt
Berry Jackson Bozeman

INSTRUMENT INSTRUCTOR

Judd Daigneau Billings

INSTRUCTOR RENEW/ REINSTATE

Raymond Austin East Helena
Wayne Cayko Billings
Thomas DeWitt Great Falls
Joseph Dutton Sand Springs
Richard Harp Great Falls
John Hebbelman Chinook
Gordon Henson Missoula
Harley Hoagland Billings
Dale Klugman Helena
Brett Kruger Billings
Eric Nelson Missoula
Edgar Obie Chinook
Glenn Parmeter Missoula
Robert Ray Billings
Stanley Read Hamilton
William Rumsey Billings
Kevin Salsbery Malta
Delbert Schwaderer Stevensville
Ricky Schwartz Lewistown
William Stewart Hamilton
James Stroh Havre
Byron Sunwall Sidney
Guy Terrill Dillon
Gary Wagner Billings

William Winninghoff East Helena
Ronald Woltermann Columbus
James Carlson Clancy
James Cooney Helena
Mart Cox Billings
Robert Dillon Red Lodge
Daniel French Hobson
Robert Groom Libby
Ronald Guyton Columbia Falls
Keith Kinden Libby
John Knudson Big Arm
Jerry Larson Shelby
Jerry Larson, Jr. Shelby
Morris Lindsey Great Falls
Gary McDonald Bozeman
Charles Monaghan Terry
Ronald Popp Manhattan
David Southworth Billings
Clarence Ugrin Miles City
Michael Walsh Glasgow
William West Helena
Glen White Hysham

DENSITY ALTITUDE, RUNWAY IMPORTANT IN PREFLIGHT

By: Fred Hasskamp, Chief
Safety and Education Bureau

Aircraft manuals base takeoff data on level, dry, hard-surfaced runway conditions and standard temperature/pressure conditions. Unfortunately, most runways are not level, dry, and hard-surfaced. Combine these conditions with a density altitude that can, on a hot summer day, raise the effective elevation to over 10,000 feet! Now we begin to get the picture. There are many factors that need to be considered before each takeoff.

In many accident reports, "failure to obtain or maintain a safe flying speed" is listed as a contributing factor. There may be other factors involved with a particular takeoff accident or incident, but on closer examination it usually occurs when a pilot attempts to make an aircraft do something that the laws of physics say cannot be done.

Good preflight planning coupled with good judgement can go a long way toward preventing this type of mishap.

AIRPORT DIRECTORY UPDATES

The following updates should be made to your 1990 Airport Directory.

The phone number at the Cut Bank FSS is 873-4154.

Anaconda Airport has a new fixed base operator: Timberline Air International, phone 563-8112. 100 LL and mogas are now available there.

Manager at Cut Bank Airport is Arnie Lindberg.

Fortine and Ox Bow Airports are privately owned and closed for public use. Prior permission is required.

Manager at Kalispell City Airport is Mike Baker, phone 752-6600, Ext. 275.

Manager at Livingston Airport is Gordie Bright, phone 578-2383 in Wilsall.

Richey Airport manager is Nils Sikveland, phone 773-5835.

Wolf Point Airport is now officially called Lyman Clayton Airport.



AT UNCONTROLLED AIRPORTS

- Broadcast your intentions
- Listen for other traffic
- Conform to a pattern
- Keep a sharp lookout

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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